



Efforts Continue to Create and Enhance Recreational Destinations

The non-profit Recreational Aviation Foundation (RAF), headquartered in Montana with membership in 26 states, has had a very productive year. The totally-volunteer group was integral to the completion of the beautiful and full-service pilot camping facility at the Bozeman airport (BZN). RAF President John McKenna commented, "It couldn't have happened without a lot of cooperation between the RAF and the Bozeman Airport Authority, but it took the RAF with its mission to expand recreational opportunities to get it done." Columbus, MT, (6S3) also boasts of an attractive, comfortable pilot shelter, done by RAF supporters led by Alan Drain of Columbus.

Near West Glacier, MT, a small group of area RAF volunteers is turning a lot of sweat, many picnic lunches and some chain saw gas into a rustic pilot shelter in the beautiful setting at Ryan Field. Completion of this facility is expected in the spring. Marv Hessler, RAF supporter from Great Falls, donated a 1992 Grand Voyager van for a courtesy car and Mr. Hessler donated architectural services for the concrete foundation. By 2009 the RAF expects to open Ryan Field to public use pending the resolution of a safety issue on adjoining Forest Service property.

RAF support was instrumental in securing approval for the Russian Flats airstrip on the Lewis & Clark National Forest travel plan. "There is much more to be done there," stated McKenna, "but with approval, we look forward to cooperating with the appropriate folks to make it a feasible recreational destination," he added.

An essential project that was completed was the 49-page "Recreational Airstrips on Public Lands", a comprehensive reference guide for land managers. Montana Director Chuck Jarecki researched the history, issues and solutions and included examples, photos and precedent-setting agreements that will be a valuable aid in future decisions regarding the feasibility of recreational airstrips.

Part of the necessary research in producing this Guide was provided by the Wolf Aviation Fund grant, which enabled the RAF to contract for legal assistance in researching the recreational-use statutes in 12 western states. The primary outcome of this comprehensive research was the drafting and eventual passage of Montana Senate Bill 318, during the 2007 session, clarifying the limits of the liability of private land owners with airstrips on their property. This landmark statute, favorable to land owners, should provide an important precedent to the remaining states with no aviation use in their current recreational use statutes.

RAF is working with the folks in New Mexico and Maine on recreational aviation projects in their respective states.

If you are concerned about the increasing pressures that reduce recreational aviation opportunities around the country, we encourage your membership in this dynamic non-profit organization. See www.recreationalaviationfoundation.org for details and contact information.



This full-service pilot facility at the Bozeman airport would not have been possible without the hard work of the Recreational Aviation Foundation members.

Administrator's Column

Helena Airport receives \$500,000

grant: The USDOT recently announced its 2007 Small Community Air Service Development Program grant awards. The Helena Regional Airport will receive \$500,000 which could mean additional air service to and from the capital city. Helena is one of 26 small airports in the United States to receive a grant. Seventy-six grant applications were received from communities in 39 states and one U.S. territory. The awards totaling close to \$9 million will benefit 26 grantees in communities in 21 states and one U.S. territory. The Helena airport will use its grant to create a marketing strategy to attract United Express air service between Helena and Denver. The grant can also be used as a revenue guarantee should United start service but fall short of its passenger boarding projections. Local funds in the amount of \$50,000 (10%) are a requirement of the grant. United partnered with Helena on the grant proposal that received more than 125 letters of support. Not only should adding United be good for the airport, it could bring lower fares and more destinations to those flying in and out of Helena. As more flights are offered at competitive prices, air fares overall could drop. Fares out of Helena are currently among the highest in the region.

FAA Administrator Named: President Bush has nominated Robert "Bobby" Sturgell as the next Administrator of the Federal Aviation Administration and has forwarded the nomination to the U.S. Senate for confirmation. Sturgell was named FAA Deputy Administrator in March 2003 after having previously served as FAA Senior Counsel. Sturgell has extensive flying experience, as a naval aviator and instructor, as well as a pilot and flight operations supervisor with United Airlines. U.S. Secretary of Transportation Mary Peters urged the Senate to swiftly consider Bobby's nomination and confirm him to a full five-year term as she announced the nomination.

"Mama Bird" to be honored: With more than 57,635 hours of flight time, Evelyn Bryan Johnson, "Mama Bird" has logged more hours than any other woman. Johnson a pilot, flight instructor, FAA-designated pilot examiner, FBO owner and airport manager will be presented the Katherine and Marjorie Stinson Award from the National Aeronautic Association (NAA). The award is named for the Stinson sisters who were among the first 11 American women certified as pilots by NAA's predecessor. Johnson never thought she'd own an FBO for 29 years, manage an airport for 54 years, race in the Powder Puff Derby five times, compete in an international air race or be inducted into six halls of fame. Johnson who turns 98 next week flew regularly until a few years ago when she lost her medical because of glaucoma. What prompted this dedicated aviation to pursue flying? A small ad on the front page of her newspaper: "Learn to fly." One week after she read the ad, she traveled by car, train, bus and boat to reach her first flying lesson.

Administration continues to push reauthorization: Secretary of Transportation Mary Peters appeared before the Senate Commerce Committee trying to resurrect the administration's FAA funding proposal. The full House and the Senate Finance Committee have rejected the FAA's claim that the current funding system is drastically impaired. The commerce committee had drafted an FAA funding bill that included some of the administration's proposals but the tax-writing finance committee disagreed. The original bill calls for "user fees" for small aircraft, in addition to tripling the aviation fuel tax. The House-passed FAA funding bill would create historic funding levels for the FAA using the current aviation tax system. After the full Senate passes S. 1300, House and Senate leaders will appoint a conference committee to resolve the differences before being sent back to both chambers for final votes. The Senate has not yet scheduled the bill for floor debate and final vote.



Montana and the Sky

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Calendar

January 18-20, 2008 – Winter Survival Clinic, Helena. For further information contact Jeanne MacPherson at (406) 444-2506, email jemacpherson@mt.gov.

January 22-23, 2008 – Aeronautics Board meeting; January 22 from 1:00 p.m. – 4:00 p.m.; January 23 from 8:00 a.m. to 5:00 p.m. Montana Department of Transportation Auditorium, 2701 Prospect Avenue, Helena. For further information contact Patty Kautz at (406) 444-2506 or email pkautz@mt.gov.

January 26, 2008 – Rocky Mountain College Aviation Program Open House for prospective students and parents. 8:45 a.m. to noon. Call (406) 657-1060 to make reservations.

January 28-29, 2008 – AMAA Convention, Heritage Inn, Great Falls. For further information contact Colleen Campbell at ecolleenc@yahoo.com or (406) 463-2268.

February 8-9, 2008 – Flight Instructor Refresher Clinic, Wingate Inn, Helena. For further information contact Jeanne MacPherson at (406) 444-2506, email jemacpherson@mt.gov.

February 28 – March 1, 2008 – Montana Aviation Conference, Heritage Inn, Great Falls. For further information phone (406) 444-2506 or email pkautz@mt.gov.

March 15, 2008 – Rocky Mountain College Aviation Program Open House for prospective students and parents. 8:45 a.m. to noon. Call (406) 657-1060 to make reservations.

MonTAP Website Reminder

The MonTAP (Montana Technical Assistance Panel) working group would like to remind everyone that their website is up and running. The Website is devoted to assisting general aviation airports in a wide variety of topics. The Website can be found on the MDT Aeronautics main page and is listed below. Submission ideas are always welcome for the MonTAP website.

<http://www.mdt.mt.gov/aviation/montap/>

Yellowstone Airport Closes for the Season

We have had quite the busy season this year at the Yellowstone Airport. Unfortunately it is that time of year and the Yellowstone Airport has closed for this season effective October 15, 2007, unless you have prior permission. There are no services available and all navigational aids and lighting are inoperable at this time. Prior permission may be obtained by calling (406) 459-9825. Yellowstone Airport is scheduled to reopen in May as soon as the weather permits. Please check the NOTAMS and we will be posting information for next seasons operations on Yellowstone Airport's website, www.mdt.mt.gov/aviation/airports/yellowstone/about.shtml. Feel free to contact Airport Manger, Tony Bean for any other information that you may need at (406) 646-7631 or (406) 459-9825. Thanks to all who flew in for a wonderful season.

Shirley Retires from the Division



A potluck luncheon was held in Shirley's honor, pictured is Shirley with her daughter Sherry and grandchildren Soren and Seth.

Shirley Bird of the MDT Aeronautics Division retired on October 26. Shirley has been with the MDT Aeronautics Division for seven years. Shirley served with the Department of Justice, Motor Vehicles for 12 years prior to coming to Aeronautics.

Shirley was hired for the Licensing Tech position and then moved into the Program Specialist position with the Safety and Education Bureau. Shirley helped with the many clinics and programs of the Safety and Education Bureau and with the air search and rescue responsibility of MDT Aeronautics Division.

Shirley is looking forward to landscaping her new home in Helena and to some traveling adventures. We at Montana Aeronautics Division and the pilot's of Montana will miss Shirley and wish her well.

Airport Loans and Grants are Now Available

By: *Jim Greil – Airports / Airways Bureau Chief*

The Montana Aeronautics Division has just recently mailed out to every airport manager an airport loan and grant application for any interested airports. These applications must be completed and returned to the Division no later than 5:00 pm, November 23rd. Applications may be mailed, hand delivered or submitted online at the Department of Transportation's web site. Applications may be completed and submitted to the Aeronautics Division by any private airport engineer, consultant, construction company representative or any other representative on behalf of an airport sponsor with the airport's permission. The program can provide grants and low interest loans to eligible airports and aviation facilities throughout Montana. Loan and grant applications can be submitted for any airport or aviation related improvement project. Projects that typically receive airport loans or grants include pavement maintenance / rehabilitation and/or construction, lighting, communications and/or infrastructure, terminal or pilot lounge construction and many other items.

Aeronautics Division grants are eligible to provide funding for up to ½ of the airport's share of federally funded airport project costs, or, up to 100% of the total airport's costs for non-federally funded projects. Aeronautics Division airport grants are primarily funded by a 2¢/gal tax on general aviation fuel. Although it varies from year to year, on average the amount that Aeronautics has to disperse each year for loans and grants is approximately \$350,000 each. Aeronautics Division loans can be used to fund up to 100% of the airport's share of any airport project. Aeronautics Division loans are low-interest, with the rate set at ½ of the national prime lending rate. Division loans are funded by a self-sustaining loan fund and typically have appx. \$400,000 each year available.

The Montana Aeronautics Board will review the applications starting in mid-December and during a specific public Montana Aeronautics Board loan and grant meeting, usually held in late January, the Aeronautics Board will meet and discuss loan and grant applications. It is common, and encouraged, for applicants or their representatives to attend this meeting and sometimes answer questions concerning the applications, however, applicant participation in the meeting is not required. During this meeting, the Aeronautics Board will vote and decide which projects will be offered funding, what type, and how much. Generally, all decisions regarding loan and grant funding will be completed at this meeting. If an airport has been offered and accepts an Aeronautics Division loan and/or grant, the sponsor may receive the money the following July. All loan and grant offers are good for 1 year only, with the possibility of future 1 year extensions.

There is another type of grant available as well, however, the airport pavement preservation grants are only for Montana's 7 large primary commercial service airports. ¼ of every cent of aviation fuel taxes contributed by scheduled passenger air carriers is put into an account devoted entirely to grants for Montana's air carrier airports. These grants are handled directly by the Division and the 7 large airports and no standard application process is needed. The pavement preservation grants are to be used for projects associated with pavement preservation utilized by air carriers, such as, crack sealing, fog sealing, painting/stripping, coal tar sealer, etc. Typically, the pavement preservation fund has approximately \$80,000 in total funds to give away in grants each year.

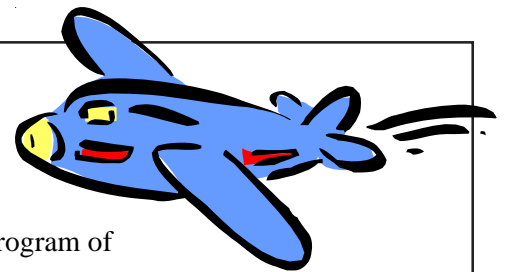
For complete details or further information regarding any of these loans and grants, please contact our Division and we'll be happy to assist you. We can be reached at (406) 444-2506 or through our website at <http://www.mdt.mt.gov/aviation/>.

Conference Plans Underway

The Montana Aviation Conference will be held in Great Falls at the Heritage Inn February 28 – March 1, 2008. The planning committee is busy putting together a program of exciting speakers and events you won't want to miss.

Rooms have been blocked at the Heritage Inn and it's always best to reserve your room early as the block fills up fast. To reserve a room phone (800) 548-8256 or (406) 761-1900 and reference MT Aviation.

This year the committee is planning on having a special area set up at the conference in memory of the Mercy Flight Crew and the Canadian Snowbird pilot that tragically lost their lives this last year. If you have a friend or loved one you'd also like to have recognized at the conference please send a photo along with any information you'd like to MDT Aeronautics Division, Attn: Patty Kautz, PO Box 200507, Helena, MT 59604. Or you can email the photo and information to pkautz@mt.gov. The deadline for submitting a photo for the memorial is February 1, 2008.



Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. The scholarships are offered to Montana students to help defray costs of education (i.e., flight instruction, A&P, ect.) and will be presented during the 2008 Montana Aviation Conference in Great Falls. Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. **The same letter can be submitted but applicant must submit one copy addressed to each individual scholarship they are applying for.** Letters of application **must** include a **mailing address, daytime phone number and photograph.** If you are selected to receive one of the scholarships your photo will appear in the 2008 Montana Aviation Conference Program. Letters should be mailed to: Montana Aeronautics Division, PO Box 200507, Helena, MT 59620-0507 or call (406) 444-2506 for further information. **Letters must be postmarked on or before January 11, 2008.**

Harold Hamm Scholarship – Harold and Zola Hamm were the anonymous donors that established the first \$250 A Love of Aviation (ALOA) Scholarship in 1993. With the passing of Harold on September 1, 2006, Zola decided to rename the scholarship the “Harold Hamm Scholarship” in honor of her husband of 19 years. Harold had an extremely strong passion for aviation. Together he and Zola completed two airplane projects: the restoration of a J-3 Piper Cub, and an experimental RV-6 aircraft. This year Zola has graciously increased the amount of the Harold Hamm Scholarship to \$500!

A Love of Aviation (ALOA) Scholarship – An anonymous donor established this scholarship of \$250 in 1997.

Morrison Aviation Appreciation Scholarship – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$500 scholarship as a token of appreciation to the aviation community.

Montana Antique Aircraft Association (MAAA) Scholarship – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

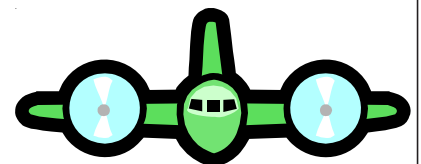
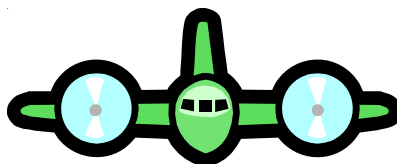
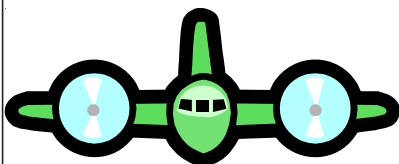
Parrott Family Scholarship – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

AOM Flight Training Scholarship – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

Montana Pilots Association Junior Pilot Award – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$750 scholarship.

Montana Pilots Association Flight Training Award - This scholarship is open to a person who has a considerable interest in aviation. The \$750 scholarship is to be used for flight training.

Blue Goose First Generation Flight Scholarship – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.



Flying Just Became Even More Fun!

By: *Jeanne MacPherson, Chief, Safety and Education Bureau*

My husband, Bill Gallea, and I just returned from the Santa Paul Airport (SZP), affectionately referred to as the “Antique Airplane Capitol of the World.” Our purpose was to immerse ourselves in basic aerobatic flight with the Master aerobatic flight instructor, Rich Stowell.

Instantly, Bill and I fell in love with the small general aviation airport, its people and airplanes. On the first Sunday of every month, the chain of hangars (which is many) is open for the public to explore.

Just an ordinary day at the Santa Paula airport is an aviation adventure. The pattern, which is 600 AGL or 850 MSL, is busy. Hangars are open and antique planes are taxiing and flying. The flight school is filled with pilots from all over the world, the aerobatic airspace is active and children are flying radio controlled airplanes. And there is Sam, a 14 year old aviator, landing a Cub, perfectly. Sam is with an instructor, since he can't fly solo until he is sixteen years old, but Sam has been flying since he was just five years old. The President of the International Aerobatic Club, Vicki Cruse, lives in Santa Paula. She was just returning from a competition and stopped by CP Aviation. Bill and I were able to congratulate Vicki on her recent Gold Medal win at the U.S. National Aerobatic Championships.

For Bill and me, our desire to adventure into the new flight world of aerobatics started with a quote that went like this; “what would you attempt if you knew you would not fail?” by Robert H. Schuller. Our motivation to fly aerobatics was first of all the excitement, then the challenge of executing a perfect loop or roll. Like all aspects of flying and flight training, aerobatics is opening a new world of flying skills and that translates to aviation safety and to a sense of accomplishment.

All aerobatic maneuvers can be broken down to the basic maneuvers that we learned to earn our International Aerobatic Club (IAC) Achievement Award Basic Patch: the 270 degree competition turn; slow roll; loop; and a competition-style one turn spin. The Smooth awards are earned outside the competitive arena, by flying the maneuvers in front of an IAC judge and scoring points. Rich Stowell told us that we start with a score of 10 and as we fly the maneuver the points are deducted from the perfect 10.

Once a pilot becomes proficient at the basic maneuvers and earns a passing score, she/he can move up to the following levels: Sportsman; Intermediated; Advanced; Unlimited. On that note, Bill has already earned both his Basic and Sportsman Achievement Award with IAC Judge, Judy Phelps. And I earned my Basic Achievement Patch.

One of the beauties of the art of flying is that older, experienced pilots like Bill and me can always be challenged just like a fourteen year old boy practicing his perfect landing.



After the Achievement Awards Flights, Jeanne MacPherson and Bill Gallea with Master CFI-Aerobatic Instructor Rich Stowell and the Super Decathlon that flew the maneuvers!



Don't Get Caught by Earlier Nightfall

By AOPA ePublishing staff

Many pilots will begin flying more at night as we fell back to Standard Time on November 4. There may be less traffic and lighter winds, but don't ignore the challenges of flying in the dark.

Check out the AOPA Air Safety Foundation's Flying Night VFR Safety Hot Spot and AOPA's Night Flying subject report to prepare for a night flight free of mishap.

While planning, use AOPA's Airport Directory Online to learn more about airport lighting and any special night traffic patterns. To avoid obstructions or terrain at night, read the foundation's *Terrain Avoidance Plan* Safety Brief.

These can all be found on the AOPA website <http://www.aopa.org/>.

Late Summer Soaring in Montana

By: Sterling Starr, Billings, MT

There are not many glider pilots actively flying in Montana, but those that are active have been having some fantastic flying during late August and early September, setting a number of new Montana soaring records recorded by the Soaring Society of America. Here is a description of one of those flights!

Sunday, September 16 was a very interesting and great day for Montana soaring! The temperature sounding looked promising for thermal flight to high altitudes, and since Saturday had shown cumulus over the mountains but not here in the Yellowstone River valley, I thought about going to Bozeman for a tow to the mountains by Ursula Howland, and flying with Greg Mecklenburg. But a front was moving into that area, so Butch Pannage and I then checked with Allen Rickman at Columbus and found he was available to tow us, so we went to Columbus to launch.

Cumulus started popping over the Stillwater River valley at 11:15 AM, so the day looked promising for an early start.. Allen rolled out the Super Cub, and towed me off in my LS-6c sailplane at 12:30. I got off tow at 2500 agl, expecting good lift under a few ragged cu, but it didn't happen. I slid down to 1000' agl, and spent the next hour over Columbus trying to stay aloft and get away. Finally, at 800' agl over the airport, I put the gear down and was moving downwind to land on 28, when I found a slight updraft and circled. That lift gave me a couple hundred ft, and I was then able to move over to above the local truck stop, where the big concrete parking lot was putting out a thermal that enabled me to climb away!

In the meantime, Allen had towed Butch 5 miles south over the Stillwater River valley, where he found good lift. So once I got some altitude, I went that way, and soon I was at 14,000 ft. I had originally intended to try for a free distance triangle to the Bridgers and then Harlowtown, but it was crudding up to the west with the approach of a front, so I flew south to Red Lodge and then to near Cody, where the clouds were much better. The views of the Beartooth Pass and the Clarks Fork Canyon from 17,000 ft were spectacular!

I went south until the clouds quit, and then turned east toward Powell, going that way until again the clouds got ragged. By that time it looked pretty good to the west, so I made a long glide from Powell back to the Beartooths, got a good climb from ridge top back to the stratosphere near Red Lodge, and worked my way west along the mountains until at Nye it overdeveloped again. But the clouds toward Big Timber still looked healthy, so I went out over the valley and kept working west until I got close to the front sitting over Livingston, with heavy smoke and virga and lower bases and general poor visibility, all of which made it certain it was time to turn around and head back east.

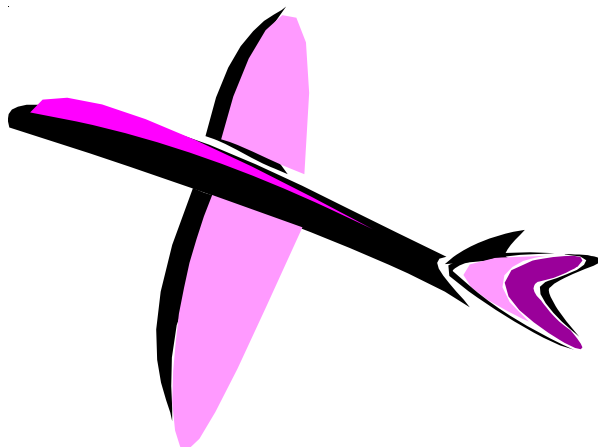
From there, It was downwind (240 degree, 18 kts) back toward Columbus, but it was easy to stay high by porpoising under clouds, and over Absarokee I got a good climb to 16,000 under a large cloud mass that enticed me to keep going east. South of Laurel I called Billings approach to let them know I was in the area, using my transponder, and kept going east to establish another turn point. But my feet were really getting cold and there was lots of virga to the west. I finally turned back when my GPS measured 40 miles east of Columbus, even though my glide computer showed my 15,000 ft was 5000' higher than the altitude needed to get home at 100 kts. The glide back to Columbus was at 80-100 kts all the way, with open spoilers the last 5 miles.

In the meantime, Butch had an enjoyable high altitude flight above 17,000 ft to Nye, Red Lodge and Bridger.

The flight totaled about five hours, of which four were on course. The Cambridge GPS flight recorder took a data point every four seconds, measuring total distance flown cross-country of 300 miles. The three turn points near Powell, near Livingston and near Billings met the requirements to claim a Montana 15 Meter Class free triangle distance record of 232 miles. And the same flight met the requirements for a Sports Class free 3 turn point distance flight of 275 mi, corrected by the LS-6c handicap of 0.898 to 247 mi, which sets a new Montana record in that category.

This was the best soaring day we've had out of Columbus in several years! It was sure a fun flight!

MDT attempts to provide accommodations for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information call (406) 444-6331 or TTY (406) 444-7696. MDT produces 2,400 copies of this public document at an estimated cost of 39 cents each, for a total cost of \$936. This includes \$565 for postage.



Billings Man Takes Command of U.S. Civil Air Patrol Montana Wing

A Billings pilot is the new commander of the Montana Wing of the U.S. Civil Air Patrol (CAP). The Change of Command ceremony took place Saturday night in Helena.

Paul Tweden was promoted to the rank of Colonel and installed as the new wing commander by Colonel Russell E. Chazell, the Commander of CAP's Rocky Mountain Region. Col. Tweden takes over from outgoing Montana Wing Commander Col. Rob Hoffman of Helena.

The ceremony was the culmination of the Montana Wing's Fall Rendezvous and Open House held at the Helena Regional Airport.

Col. Tweden is an 11-year veteran of the Civil Air Patrol. He has served in a variety of increasingly responsible positions, most recently serving as the Montana Wing's Government Relations Advisor. He is qualified in virtually every emergency services position, including Incident Commander and mission pilot. In 2006, he was recognized as the CAP Logistician of the Year for sustained exceptional performance. Col. Tweden served in the Army National Guard for six years. He retired from a sales and management career in 2002.

Major Dan Robinson, Master Warrant Officer Mark Fenton, and Carla Forester, CRSP, of Canadian Forces 15 Wing Moose Jaw gave safety presentations Saturday morning. Robinson and Fenton also gave CAP members and the public a look at a CT-114 Tutor jet flown by the Canadian Forces Snowbirds aerial demonstration team. The 83rd Civil Support Team of the Montana Army National Guard and the Tri-County Community Services Emergency Response Team also staffed displays at the Search and Rescue open house.

The U.S. Civil Air Patrol is celebrating its 65th anniversary this year. It was founded just a week before the attack on Pearl Harbor brought the United States into World War II. Sixty-four volunteers died while carrying out CAP missions including coastal and border patrols during the war.

The 57-thousand members of the U.S. Civil Air Patrol continue that proud wartime tradition as the official auxiliary of the U.S. Air Force. Here in the Treasure State, the 250 officers and cadets of the Montana Wing perform search and rescue, homeland security, disaster relief, and counter drug missions at the request of government or law enforcement agencies.

Aeronautics Division
Montana Department of Transportation

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Montana Department of Transportation



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